

CHAPTER 14: URBAN DESIGN

By determining the physical form and organization of a city, urban design visually represents the heritage, identity, and character of the city's inhabitants. Effective urban design practices help to create special places and attractive neighborhoods that are worthy of civic pride and efficient in municipal function. Urban design strategies and techniques often focus on improving the public realm — the spaces within a city that are not private property. Although these spaces are not privately owned, the private structures and landscapes that form their edges often define them. The City's development regulations help to shape these privately owned edges, and thus the public spaces between them. The public realm includes a wide variety of spaces that Fort Worth residents encounter constantly throughout the city, perhaps without notice or recognition that these spaces are the products of professional designers. These designers may be architects, planners, civil engineers, or landscape architects, but all help shape the experience of Fort Worth's physical environment.

A fundamental premise of this urban design chapter is that there is a mutual relationship between quality of life and a city's built environment. Urban form influences social and economic opportunity and contributes to civic identity. After a discussion of general community aspirations and trends, this chapter focuses on several components of Fort Worth's built environment: streets and streetscapes, public buildings, public spaces, trees, the Trinity River and waterfront spaces, gateways, and scenic corridors. The chapter also describes the characteristic urban design elements of mixed-use growth centers and urban villages. Finally, policies and programs are prescribed to further enhance Fort Worth's quality of life.

EXISTING CONDITIONS AND TRENDS

Fort Worth citizens have repeatedly stated their desire to reinforce the city's small town atmosphere and friendly character in planning for our future. In public planning meetings, citizens have requested well-defined, mixed-use, walkable, and safe neighborhoods with tree-lined streets, gathering places for social interaction, and neighborhood parks. They also emphasized the importance of improving the Trinity River corridor, beautifying transportation corridors, improving signage, and preserving valuable views, vistas, historic resources, and neighborhood character. Fort Worth citizens also support the concept of growth centers, which will increase interaction among people and reinforce residents' sense of community.

Similar to most American cities, the urban form of Fort Worth has changed as growth has expanded outward. Narrow streets, wide sidewalks, and buildings built to the property line once defined Fort Worth. Downtown Fort Worth maintains this pedestrian-scaled, urban character, and remnants of similar urban design can be seen in older areas such as the 1400 block of North Main and the Historic Handley section of East Lancaster, as well as in recent redevelopment projects in the Medical District. In contrast to this traditional urbanism, the majority of the city has developed in a suburban form, where the scale and layout of new development requires use of an automobile, with parking lots between sidewalks and storefronts, and single use districts that isolate residential, commercial, and industrial uses. One urban design

Downtown Fort Worth



This photograph illustrates the physical relationships among buildings, streets, sidewalks, and open space in Downtown Fort Worth. Urban Design manipulates these building blocks of city form to create attractive, walkable, and inviting places that attract visitors, residents, and businesses. (Source: City of Fort Worth, 2009.)

goal is to return to a more pedestrian-oriented development pattern. In addition, public health officials nationwide have lent their support to efforts to create walkable urban neighborhoods as a means to encourage physical activity to fight the epidemic of adult and childhood obesity.

Streets and Streetscapes

The width of a roadway contributes significantly to the experience of walking or driving along that street. Many streets in Fort Worth have expanded to accommodate more vehicular traffic, and have become less appealing to pedestrians in the process. Along these streets, building fronts whose walls once defined the walking space are now placed far away from the sidewalk and right of way; narrow sidewalks are placed at the edge of the roadway without any buffer between pedestrians and traffic; and street crossings are often dangerous and unmarked.

Good urban design creates a physical environment that makes pedestrians feel secure, while successfully accommodating existing and projected traffic volumes. For example, when building facades are built close to the street, pedestrians experience the sense of being in an outdoor room. On-street parking can provide a comforting buffer between pedestrians and car traffic while reducing the need for surface parking lots. Finally, amenities such as street lamps, landscaping, and benches can be added to sidewalks to enhance the streetscape and create a more inviting space. These fixtures and amenities are important elements of the overall character of a city.

The absence or poor condition of sidewalks in both older and new districts makes many areas of Fort Worth unfriendly to pedestrians. The provision of sidewalks on all streets, as well as the addition of streetscape amenities, enhances the pedestrian experience, promotes walking, and improves the image of our city. The City approved a new sidewalk policy in July 2000, which requires the installation of sidewalks on all publicly maintained streets, except local industrial streets within an industrial park. In newly developing areas, the location and design of sidewalks is determined during the subdivision process. When redevelopment occurs, sidewalks must be installed when improvements are made that exceed 50 percent of the assessed value of the existing building.

Like sidewalks, trees are an important element of the public realm. There are many reasons for conserving and planting trees within urban areas. Communities often plant trees for beautification or to maintain greenery in urban environments. Additionally, communities are recognizing the environmental and public health benefits of trees, as well as the economic benefits of tree-lined streets and parks. Effective planning and management should include the use of native and drought resistant vegetation, which will thrive in the local climate.

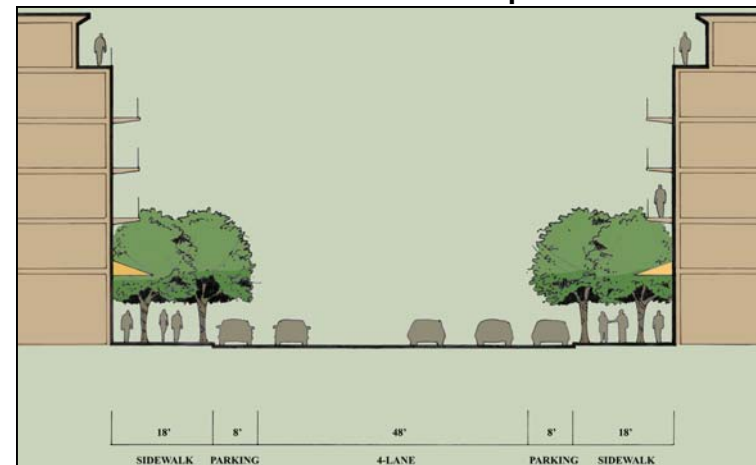
Strategically placed street trees perform several functions. They provide shade from the harsh summer sun, reduce storm water runoff, and produce variations in lighting that enhance the sidewalk environment. Similar to on-street parking, trees provide a buffer that separates the pedestrian realm from the roadway. Trees planted along sidewalks in parkways and those located within roadway medians also enhance the experience of car passengers by adding rhythm and beauty to the local scenery. It has

Streetscapes in Downtown Fort Worth



Downtown Fort Worth, Inc. and others have created a pedestrian-scaled environment on Main Street. Street lamps and trees line the brick sidewalks, framing an attractive public space for strolling and window shopping. (Source: Planning and Development Department, 2009.)

Attractive Streetscapes



This cross-section of an urban street includes wide sidewalks, on-street parking, and street trees. The building facades act as walls that frame the pedestrian space. (Source: Gideon Toal, 2005.)

also been found that closely-spaced trees along a street can slow traffic, enhancing pedestrian safety. All the trees in the city constitute a 24 percent canopy cover, but Fort Worth lacks sufficient shade trees along its roadways. A 1995 inventory concluded that there are about 85,000 street trees planted in street parkways, representing only a 13 percent canopy cover along the streets.

Arcades, awnings, and canopies perform many of the same functions as street trees, extending from building facades to improve the environment for those walking and driving. Pedestrian-scaled street lamps and signs add variety and safety to the sidewalk environment. Street furniture such as benches, trash receptacles, and water fountains also contribute to an attractive, welcoming streetscape. Finally, special pavement treatments for sidewalks – brick, granite, or even tiled mosaics – can dignify a streetscape once thought of as purely functional. Many streets in Fort Worth lack streetscape fixtures and are visually cluttered by the unplanned, disorganized arrangements of signs, utility poles, and street furniture. Visual clutter makes a streetscape unattractive, and often unsafe. Greater attention to urban design will help transform our streets and sidewalks into more attractive and comfortable places.

Public Buildings

The location and design of public buildings often affect perceptions about the significance of our public institutions. Virtually all of Fort Worth's older neighborhoods possess a historic school building. These buildings are among the most prized architectural resources within the city. Other significant public buildings include courthouses, museums, municipal office buildings, transportation facilities, convention centers, public auditoriums, fire and police stations, and county jails. These public structures reflect the character of Fort Worth more than any other category of buildings.

Because of their symbolic and functional significance, public buildings are a principal component of urban design plans. Well designed public buildings embody the history and culture of a city. For this reason, new public buildings should reflect the highest design standards—while demonstrating the most energy-efficient construction technologies and environmentally sound site design practices—to produce a high-quality, sustainable building. Public participation in the planning and design of all public structures is critical to the location and construction of public buildings that reflect the tastes and aspirations of the citizens of Fort Worth.

Public Spaces

The influence of pedestrian environments and public spaces is far greater than simple aesthetic appeal. Eating at an outdoor table, browsing the windows of a bustling shopping street, and passing time watching crowds walk by are more than just pleasant diversions, they are components of urban social life that attract residents, businesses, and visitors. The thoughtful design of public spaces can provide these experiences and improve the vitality of the urban environment.

A public space should be:

- Located where it is visible and easily accessible to potential users.
- Available for public use and inviting to all.

Storefronts in Handley Historic District



Historic Handley is one of several older districts that use storefront canopies and arcades to create an attractive streetscape for pedestrians and motorists. (Source: Planning and Development Department, 2009.)

Fort Worth Museum of Science and History



Fort Worth's newest new museum incorporates sustainable elements into the building design, such as solar panels, water cisterns, permeable hardscape, a waterplay reservoir, and daylighting (Source: Planning and Development Department, 2010.)

- Appealing from both the outside and the inside.
- Secure and safe.
- Accessible to children and disabled people.
- Engaging to users (e.g., through interactive sculpture and fountains).
- Designed to support special events or gatherings.
- Easily and economically maintained.

The most prevalent public spaces in Fort Worth are parks and plazas. A neighborhood park is often the heart of a community — its outdoor meeting place. A neighborhood park or square may be a place where people go to picnic, relax, talk to friends, play with children, or watch the activity going on around them. The design of these spaces has a profound influence on their use, safety, and utility.

A plaza is a mostly hard-surfaced, outdoor public space. Its main function is to provide a place for sitting, eating, public events, and people-watching. A public plaza usually includes various landscape elements, such as trees, flowers, fountains, sculptures, and public art. Pedestrian malls, or former streets converted for exclusive pedestrian use, are similar to plazas in design and function.

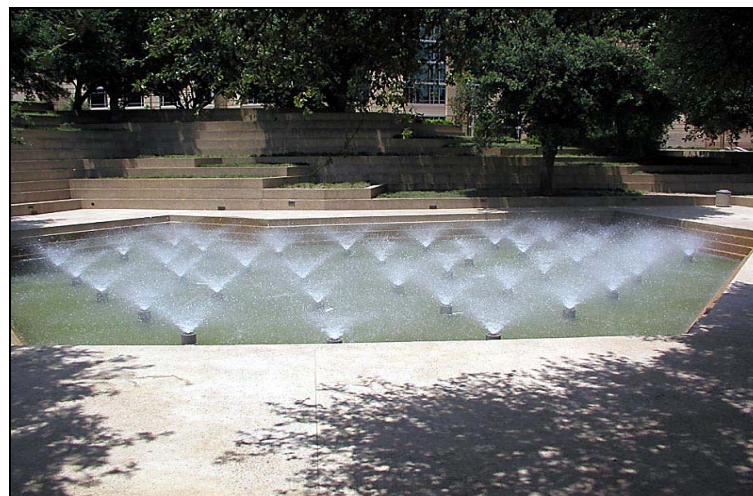
Urban parks and plazas, like their suburban counterparts, enhance the value of adjacent properties and neighborhoods. With the exception of a few plazas and urban parks in Downtown, however, Fort Worth has a shortage of urban public spaces. Recent amendments to the park dedication policy, discussed in detail in Chapter 6: Parks and Community Services, are intended to promote the development of urban parks and plazas.

Trinity River and Waterfront Spaces

The Trinity River is one of Fort Worth's most distinctive features and a focal point of cultural and recreational activities. The river has places to boat and fish; sites for picnics; miles of trails for running, walking, biking and horseback riding; spaces for civic events and performing arts; a botanic garden; natural settings; and peaceful hideaways. Some stretches of the river, however, are still underutilized. Accessibility is often poor in these locations, resulting from weak linkages between the river and adjacent neighborhoods or commercial districts.

The Trinity River Vision, also discussed in Chapter 6: Parks and Community Services, is an ambitious and farsighted master planning effort undertaken by the Tarrant Regional Water District, Streams and Valleys, Inc., and the U.S. Army Corps of Engineers, in cooperation with the City of Fort Worth. The plan contains recommendations to improve the river's accessibility to the public, preserve its natural beauty, attract more people to its banks, and increase its prominence within the city. Appropriate urban design strategies will be required to implement the plan's recommendations. In particular, the recommendation to create an urban waterfront at the northern edge of Downtown, as depicted in the concept plan to the right, would dramatically reshape Fort Worth's urban core. Appropriate design standards for this new waterfront area, called Trinity Uptown, have been adopted to ensure that new development positively contributes to the public realm experience along the water.

Fort Worth Water Gardens



The Water Gardens is a treasured Downtown park and visitor attraction that is enjoying more activity as a result of the Lancaster Corridor Redevelopment Project. (Source: Planning and Development Department, 2009.)

Trinity Uptown Plan



This concept plan depicts Trinity Uptown, the ambitious vision for a new urban waterfront along the Trinity River. The Trinity River Vision Master Plan includes other recommendations to enhance the river corridors so that they remain essential greenways for open space, trails, neighborhood focal points, wildlife, and special recreation areas. (Source: GideonToal, 2005.)

Gateways/Entryways

The visual identity of Fort Worth is formed by a collection of images, most often seen from a moving vehicle. An opportunity exists to strengthen the image of Fort Worth by using the major vehicular entry points, including bridges, as gateways to the city. Today, the majority of these entry points lack any expression of their unique place. A gateway serves as the symbolic entry to a district and provides an introduction to what exists within the area. An effective gateway design establishes an immediate image or impression and is visually harmonious with the surroundings. These entry points need special treatment and visual enhancement to give those entering the city a positive experience. The appearance and prominence of gateways can be improved through the symbolic use of urban design elements, including public art, landscaping, building corner treatments, special lighting, and signs.

Primary gateways into Fort Worth and into Downtown include entrance points from the city's highways and major streets, such as Interstates 35 and 30, North Main Street, and Lancaster Avenue.

Scenic Corridors

Scenic corridors are areas that have been recognized as scenic, cultural, architectural, or historic assets. The Zoning Ordinance outlines the criteria for designation. A scenic corridor must include or reflect one or more of the following:

- Character of Fort Worth
- Architectural significance
- Historic event or person
- Character of neighborhood
- Designated historical area
- Views and vistas
- Gateways
- Connecting routes (e.g., connect scenic areas)
- Parks and natural features

Regulations in addition to base zoning standards apply to scenic corridor overlay districts. In 2002, the City Council adopted an amendment to the Zoning Ordinance to help minimize the visual impact of telecommunications towers citywide by encouraging the installation of stealth towers and co-location of new antennas on existing towers. Stealth towers are integrated with existing structures or designed so as not to be recognizable as telecommunications towers. The 2002 amendment also prohibits standard telecommunications towers in scenic or historic areas, but allows stealth telecommunications towers in these areas upon approval of the design by the Urban Design Commission.

Examples of existing scenic corridors include the following:

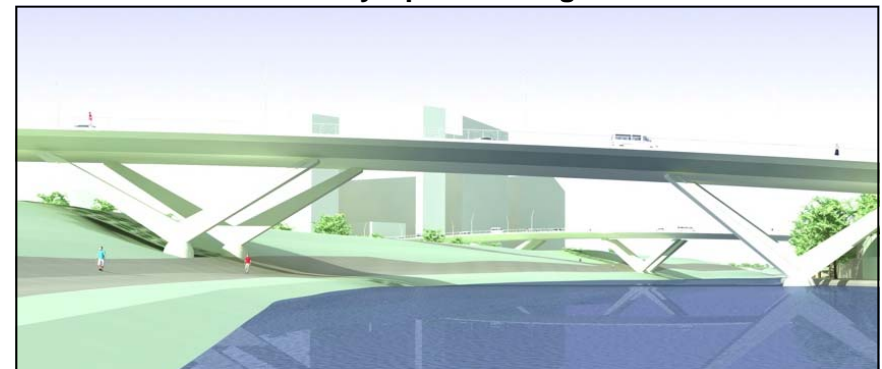
- North Main Street from the Stockyards to Downtown.
- Lancaster Avenue from Camp Bowie Boulevard to South Beach Street.
- I-35W from 28th Street exit south to the centerline of the Trinity River.
- I-30 from Downtown east to Loop 820 East.
- US 287 (Martin Luther King Freeway) from Downtown southeast to Village Creek Road.

North Main Street: Gateway to Downtown



The historic Tarrant County Courthouse marks the entrance into Downtown for residents and visitors traveling south on North Main Street. (Source: Planning and Development Department, 2009.)

Trinity Uptown Bridges



The Trinity Uptown Plan calls for new bridges to span the flood bypass channel at North Main Street, Henderson Street, and White Settlement Road. Designs for these bridges have been developed and bridge construction is expected to begin in September 2012. (Source: Planning and Development Department, 2011.)

Mixed-Use Growth Centers and Urban Villages

Chapter 4: Land Use introduces the concept of mixed-use growth centers and urban villages. Nearly all of the urban design principles that have been identified in this chapter (e.g., pedestrian-oriented development, strategically located and well-designed public spaces and buildings, accessible open spaces, etc.) are essential elements of successful mixed-use growth centers and urban villages. These places have a concentration of jobs, housing, entertainment, public spaces, civic buildings, public transportation stops, and pedestrian activity. This variety of land uses within a walkable, human-scaled environment will create great urban places and will also help reduce automobile dependency. The character of these places will be heavily influenced by the urban design approaches used to guide their development.

Developing growth centers and urban villages that provide housing, employment, and recreational options within walking distance of transit stations is one component of a strategy to improve regional air quality. (This strategy is more thoroughly discussed in Chapter 18: Environmental Quality.) The design and location of transportation facilities will influence the effectiveness of transit improvements. Mass transit hubs serving Fort Worth residents, as well as those living in surrounding areas, should connect to other areas of concentrated jobs, such as existing office parks and other mixed-use growth centers. Roads, transit, and bicycle routes should interconnect all growth centers. Within mixed-use growth centers, urban design elements should be incorporated that promote walking and cycling as alternatives to driving.

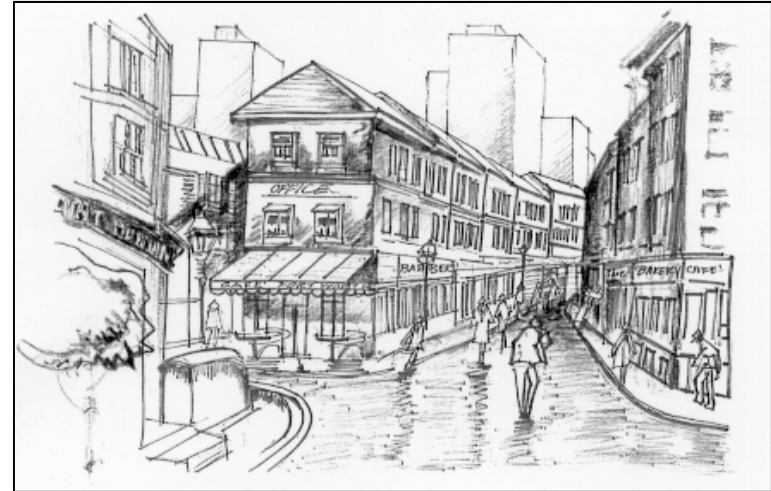
A legible, pedestrian-scaled street grid is critical to promoting walking and cycling. Such a network offers the possibility of various routes to destinations, and is more efficient than contemporary cul-de-sac subdivisions. Growth center streets should be an inviting pedestrian environment enhanced by the streetscape amenities discussed earlier. A network of bicycle routes can provide another safe, non-polluting, transportation option within the growth centers.

Mixed-use growth centers should also include a diversity of housing types and densities. Buildings with different footprints, heights, and scales will generate housing options for households of varying size and income within the same neighborhood. The development of mixed-income communities is a goal of the City's housing policy, and urban design can play a role in ensuring that the initiatives listed in Chapter 5: Housing achieve this goal.

Within mixed-use growth centers, the highest density developments should be located near the commercial core. Lower density developments, including single-family homes, should be located on the growth center's periphery. Within the higher-density core, building fronts should form consistent edges, outlining the street space and defining a public realm in which sidewalks and stoops contribute to social interaction and neighborhood safety.

On March 20, 2001, the City Council adopted an ordinance establishing low intensity (MU-1) and high intensity (MU-2) mixed-use districts. The development standards for the mixed-use districts were updated in May 2011, and a new Urban Residential (UR) district was adopted in February 2010 to foster the creation and redevelopment

Mixed-Use Development



Compact development is encouraged in the mixed-use growth centers. An active, pedestrian-scaled public realm will characterize these urban environments. Residential and office spaces on the upper floors can support a variety of retail establishments at the street level. (Source: Planning and Development Department, 2009.)



The mixed-use zoning ordinance encourages the adaptive reuse of older buildings. This mixed-use building on Magnolia Avenue contains a ground level restaurant and second-floor apartments. (Source: Planning and Development Department, 2009.)

of walkable urban neighborhoods. Although these ordinances incorporate many of the urban design principles discussed above, district-specific urban design guidelines or standards can help assure quality and context-sensitive design practices. The City Council adopted an ordinance establishing the Downtown Urban Design Guidelines as an overlay zoning district in 2001. Following the success of the Downtown district, two district-specific form-based code amendments were adopted: the Trinity Uptown Development Standards and Guidelines in 2007 and the Near Southside Development Standards and Guidelines in 2008. Form-based zoning districts are gaining popularity in Fort Worth, with a new form-based district being established for the Historic Camp Bowie corridor in 2011. The city is working with community stakeholders to create a form-based zoning district to implement the TCU/Berry transit-oriented development plan at the TCU/Berry station on the TEX rail line. A design guidelines overlay district has even been adopted for the I-35W corridor north of downtown in December 2009.

Sustainable Urbanism

The City of Fort Worth has numerous policies, goals, and objectives that, if viewed cohesively, promote a concept known as sustainable urbanism. Sustainable urbanism is defined as “walkable and transit-served urban environments integrated with high performance buildings and high performance infrastructure.” These basic concepts of sustainable urbanism — places that are walkable and served by transit, and buildings and infrastructure that meet improved efficiency standards — are apparent in many of the City’s efforts. Several are outlined below.

Walkable urbanism requires a wide range of housing types within comfortable walking distance of many daily activities, all connected by pedestrian-friendly streets. The City directs growth towards mixed-use growth centers and urban villages, areas that are intended to have a variety of land uses within a walkable and human-scaled environment. Chapter 4: Land Use discusses the concept of mixed-use growth centers and urban villages in more detail.

Transit-oriented development (TOD) is a key component of the City’s effort to improve mobility for citizens. TOD refers to a compact urban village that is centered around and coordinated with a transit station in its use and design. The TCU/Berry TOD plan and implementing form-based code will be Fort Worth’s first effort specifically to plan and implement a TOD environment. Other projects, such as the T’s bus-rapid transit (BRT) planning and the 2010 modern streetcar study, and the TEX regional commuter rail environmental impact study have focused on providing seamless transit service integrated with other transportation modes and surrounding land uses. Chapter 11: Transportation describes the City’s efforts to develop multi-modal transportation options within the city.

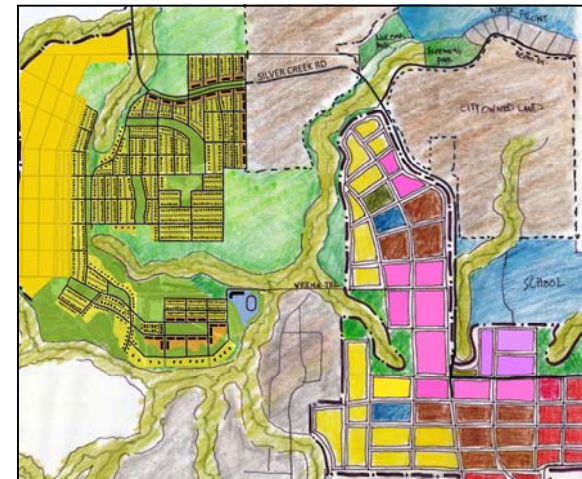
The City encourages new buildings and neighborhoods to meet Leadership in Energy and Environmental Design (LEED) certification or comparable green-building standards. The development standards for both Trinity Uptown and the Near Southside district accept LEED certification in lieu of required building façade elements. NEZ design guidelines incorporate LEED design elements that encourage new infill buildings to be energy efficient by utilizing natural lighting and ventilation.

Alliance Town Center – LEED-ND Neighborhood



Alliance Town Center, in Far North Fort Worth, is part of the LEED Neighborhood Design pilot program, which promotes sustainable urbanism through a certification process for walkable, transit-friendly, energy efficient neighborhoods. (Hillwood, 2009.)

Lake Worth Vision Plan’s Model Sustainable Communities



The Lake Worth Vision Plan recommends developing Model Sustainable Communities that incorporate and promote many elements of sustainable design. Major components of the Model Sustainable Communities include emphasis on mixed-use neighborhood cores and storm water best management practices—including Low Impact Development (LID) techniques- to improve water quality and reduce sedimentation in Lake Worth. (Source: Planning and Development Department, 2011.)

Public and private infrastructure that maximizes storm water infiltration, greywater recycling, and solar reflectivity are a priority for the City of Fort Worth. The draft Lake Worth Vision Plan advocates for the creation of landscapes for both people and wildlife while emphasizing mixed-use neighborhood cores and best management practices-including Low Impact Development techniques-to minimize soil erosion and environmental damage while accommodating anticipated growth in population and employment. Chapter 18: Environmental Quality discusses the topics of storm water management, resource conservation, air quality, and sustainable development.

GOAL AND OBJECTIVES

Create an attractive, well-designed city that promotes pedestrian activity, encourages the full enjoyment of the city's public realm, enhances community image, and attracts the private investment necessary to create vibrant growth centers, thriving entertainment districts, and safe neighborhoods.

- Employ appropriate urban design principles in all development projects and area plans to create memorable places throughout Fort Worth.
- Design and construct streetscape improvements in selected urban villages and transit-oriented development (TOD) locations by 2016.
- Partner with Downtown Fort Worth Inc. to update the Downtown Strategic Action Plan in 2012.

POLICY AND STRATEGIES

Policy

- Promote mixed-use, pedestrian-friendly, and transit-oriented development (TOD) as described above, in Chapter 4: Land Use, and in the Planning Sector Policies contained in Appendix C.

Strategies

- Use urban design as a tool to revitalize central city neighborhoods and commercial districts, and to redirect a significant amount of future population and employment growth into these areas.
- Establish mixed-use design districts- whether as a combination of MU and UR zoning, or as independent form-based zoning districts- in all areas of the city where higher density mixed-use districts are appropriate.
- Integrate practices aimed at improving environmental quality with innovative urban design approaches. An example of this integration is using pervious or semi-pervious surfaces that absorb stormwater within surface parking lots.
- Coordinate with redevelopment organizations to prepare development standards and guidelines for central city growth centers, urban villages, and TOD areas.
- Involve affected property owners, residents, and other interested parties in the development of urban design approaches and the selection of appropriate urban design elements.
- Support community efforts to create form-based zoning districts that reflect the aspirations of stakeholders to foster the development of attractive and vibrant

Chapter 14: Urban Design

Urban Village Development Program



The urban village development program has been successful in encouraging desirable mixed-use development. Exciting new projects, such as the So7 (top) and Museum Place (bottom) developments, have made the West Seventh Village a regional destination. (Source: Planning and Development Department, Kevin Buchanan, 2009.)

walkable urban neighborhoods.

- Promote the development of quality, mixed-income housing within Trinity Uptown that is inclusive of all Fort Worth residents.
- Locate telecommunications facilities in a manner that is compatible with adjacent and nearby uses. When feasible, require the placement of antennas on existing structures.
- Utilize minority- and women-owned businesses in the design and construction of public improvements and private development within Trinity Uptown.

PROGRAMS AND PROJECTS

Programs and projects that will help to achieve the urban design goal and objective are listed below.

Urban Village Development Program

The urban village program seeks to revitalize 16 designated urban villages by providing capital improvements and development incentives that leverage private investment and enhance pedestrian and transit access.

In the FY04 and FY05 federal appropriations bills, the City of Fort Worth received earmarks totaling \$4.5 million in transportation funds (“Urban Village Funds”) from the Federal Highway Administration. These funds are allocated for planning and capital improvement projects within urban villages designated by the City Council. City Council adopted urban village master plans for 12 villages in December 2007. Villages receiving capital improvement funds include Hemphill/Berry, Six Points, Near Eastside, Berry/Riverside, and South Main. Design and engineering of capital improvements in these villages began in 2009, with construction anticipated to begin in 2012.

Lancaster Corridor Redevelopment Project

A comprehensive urban design plan is being implemented for the Lancaster corridor, an area bounded on the north by 9th Street, on the south by Vickery, on the west by Henderson, and on the east by I-35W. The corridor plan is intended to transform the southern part of Downtown into a great urban space with a lively mix of pedestrian-oriented activities.

The major initiatives of the Lancaster Corridor Redevelopment Project include:

- Redesign of Lancaster Avenue: Design and construct a new pedestrian-oriented street from I-35W to Henderson. Construction was completed in 2008.
- Hemphill/Lamar/Taylor connector: Design and construct a street extension connecting Lamar and Taylor on the north side of I-30 with Hemphill on the south side. The project is in the design and engineering phase.
- Convention Center Expansion: Determining funding sources and timing of Phase III of the Convention Center expansion.
- Water Gardens: Implement improvements to the park’s southern section and improve the overall safety and security in the park. Water Gardens reopened in March 2007 after completion of a \$2.7 million renovation.
- Sheraton Hotel and Spa: Assist the private sector in renovation of the Plaza Hotel as a Sheraton Grande. The \$46 million renovation was completed in 2008.

Reconstruction of Lancaster Avenue



Lancaster Avenue was reconstructed to emphasize pedestrian activity and the use of public transportation. The City will convey the excess right-of-way to qualified developers for redevelopment in accordance with prescribed guidelines. (Source: Planning and Development Department, 2009.)

Hyde Park Transit Plaza



The City of Fort Worth, the U.S. General Services Administration, the Fort Worth Transportation Authority, and Downtown Fort Worth, Inc. worked collaboratively to design and construct a transit plaza at Hyde Park, the historic site of a 19th century public square. Hyde Park transit plaza integrates existing public spaces and reintroduces a public space onto a site that has historically been used for public purposes. (Source: Planning and Development Department, 2011.)

- **Omni Convention Center Hotel and Condominiums:** Facilitate development of a headquarters hotel adjacent to the Convention Center in partnership with the Omni Hotels development group. The hotel portion of the project opened in January 2009 and the first condominiums were completed in late 2009.
- **Hyde Park and Ninth Street:** Work with The T, the U.S. General Services Administration, and Downtown Fort Worth, Inc. to design and construct a transit plaza on the former site of Fort Worth's first public library and complete streetscape improvements for the Ninth Street corridor between the ITC and Hyde Park. Construction was completed in January 2011.
- **Acquisition of Surplus Property:** Determine process for acquiring excess right-of-way from TxDOT to convey to qualified developers for redevelopment. The city has obtained the title to the property and is actively working with developers on potential projects.
- **T&P Terminal Building:** Renovate the historic building as loft apartments and restore the T&P Railroad lobby to its former grandeur— loft condominiums completed in 2006 at a cost approximately \$ 23 million.
- **T&P Warehouse Project:** Work with a private partner to advance the adaptive reuse of the T&P Warehouse as apartments and street level retail.
- **Municipal Parking Garage:** Facilitate development of a multi-user parking garage. The garage opened in February 2009.

North Main Street Corridor Project

The urban design plan for North Main Street between the Tarrant County Courthouse and the Historic Stockyards is intended to promote tourism and stimulate economic development throughout the North Main corridor by creating an attractive, pedestrian-oriented environment. The following pilot projects have been completed:

- Northside Drive to 20th Street — Historic Marine Area
- 25th Street to 27th Street — Stockyards Gateway

Berry Street Corridor Project

An urban design plan was developed for Berry Street from Evans Avenue to University Drive. The plan will stimulate new economic development throughout the corridor by using urban design and other development strategies to successfully integrate pedestrian-oriented uses along Berry Street, without disrupting adjacent neighborhoods and historic resources. Improvements designed for the following four segments of the corridor have been implemented or are currently underway:

- University Drive to Waits Avenue — University District Central
- Waits Avenue to Forest Park Boulevard — University District East
- College Avenue to Travis Avenue — Residential District
- Jennings Avenue to Grove Street — Parks District
- Grove Street to Evans Avenue — Gateway District

Sidewalk Program

To address the need for better pedestrian access, the City implemented the Safe Pathways Program in 1998, which provides funding for the construction of new sidewalks and replacement of deteriorated sidewalks in older districts. Prioritization

North Main Street Corridor



Streetscape improvements enhance the connection between Downtown and the Historic Stockyards. (Source: Planning and Development Department, 2009.)

The Plaza at Evans & Rosedale Village



Evans & Rosedale, an urban village along the East Rosedale commercial corridor, will become a vibrant business and cultural district centered around this public plaza. (Sources: Huitt-Zollars, Inc., Planning and Development Department, 2009.)

of sidewalk projects is based on need and pedestrian demand. Replacement sidewalks are funded 75 percent by the City and 25 percent by the adjacent property owner. Since the implementation of the Safe Pathways Program, a sizeable number of linear feet of sidewalks has been installed, mostly in the central city.

Wayfinding Project

A coordinated signage and information system will direct visitors to destinations in Downtown, the Cultural District, and the Historic Stockyards. The project has two components:

- Design and implement a signage system to direct vehicular and pedestrian traffic within the three visitor districts. This signage system will provide information about attractions, parking facilities, and transit. Installation of these signs will be completed in 2012.
- Maintain an interactive website with information about parking, transit, and points of interest in Downtown, the Cultural District, and the Historic Stockyards.

Capital Improvement Projects

Urban design projects were included in the 1998 and 2004 capital improvement bond program. More recently, grants from NCTCOG and federal transportation programs have provided needed funding for streetscape improvement projects in urban villages. Capital improvement projects that have been identified are listed in Appendix D with the estimated costs, completion dates, and potential funding sources.

